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## COMMISSION FOR 2-CENT PASSENGER RATE ON BIG ROADS

Decisions in Long-Drawn  
Out Cases Handed  
Down Yesterday

## UNIFORMITY OF FREIGHT RATES

Matter Will Probably Be Carried  
to Highest Courts for Settlement—Railroad Men Decline  
to Discuss Opinions Until  
Official Copies Are  
Received.

## SALIENT POINTS IN RATE DECISIONS

A maximum passenger rate of two cents per mile is fixed for all the principal roads in the State, with a minimum charge of ten cents for any one ticket.

Three other classes are made with reference to the business of the roads, and respective maximum rates of two and a half, three and three and a half cents are fixed.

In the freight matter the commission orders a readjustment of all classifications by all roads, and prescribes that rates shall be uniform as to each particular class of intrastate freight.

Orders are entered requiring both opinions to become effective on July 1, 1907.

The State Corporation Commission yesterday handed down the long-expected opinions in the freight and passenger rate cases, and issued orders putting both into effect on July 1, 1907. In the matter of passenger rates the commission divides the railroads into four classes, and naming all these in each group, fixes the respective maximum rates at two, two and one-half, three and three and one-half cents per mile.

**Two-Cent Fare.**

Here are the classifications fixed, the roads first mentioned being put in the two-cent group, with a minimum fare of ten cents:

The Norfolk and Western.  
The Chesapeake and Ohio.  
The Atlantic Coast Line.  
The Seaboard Air Line.  
The Southern railway.  
The Richmond, Fredericksburg and Potomac.  
The Washington-Southern railway.  
The New York, Philadelphia and Norfolk railway.  
The Virginia and Southwestern railway.  
The Louisville and Nashville railway.

**Two and a Half.**

The following roads are allowed a maximum rate of two and a half cents a mile, the minimum fare to be not less than ten cents:

Norfolk division of the Southern railway, from Norfolk to Danville, 204 miles.  
Franklin branch, from Franklin Junction to Rocky Mount, 37 miles.  
Claremont branch, from James river junction to Claremont, 50 miles.

**Three-Cent Maximum.**

The following roads are named as Class B, and are allowed to charge a maximum fare of three cents a mile:

The Chesapeake Western.  
The Cumberland Valley and Martinsburg.  
The Danville and Western.  
The Indian Creek and Pound River.  
The Marion and Rye Valley.  
The Nelson and Albemarle.  
The Valley railway.  
The Virginia-Carolina railway.  
The Winchester and Potomac.  
The Winchester and Strasburg.  
The Norfolk and Southern.

**Three and a Half.**

The commission prescribes a three and a half cent fare, maximum, for the following roads:

The Big Sandy and Cumberland.  
The Black Mountain railway.  
The Interstate railroad.  
The Lake Creek and Lake Erie.  
The Mt. Airy and Eastern.  
The New River and Albemarle.  
The Potomac, Fredericksburg and Piedmont.  
The Surry, Sussex and Southampton.  
The Tidewater and Western.  
The Virginia Anthracite Coal and Iron railway.  
The Virginia and Kentucky.  
The Wise Terminal Company.

When approached last night officers of several of the leading lines here declined to make any statement until they have received official copies of the orders from the commission, but it is not thought the new schedule of rates will affect the present commuters' tickets, at least not on the two roads having their headquarters in Richmond.

Though counsel for the companies are not talking for publication, it is generally conceded that both cases will be taken up to the courts certainly by some of the lines.

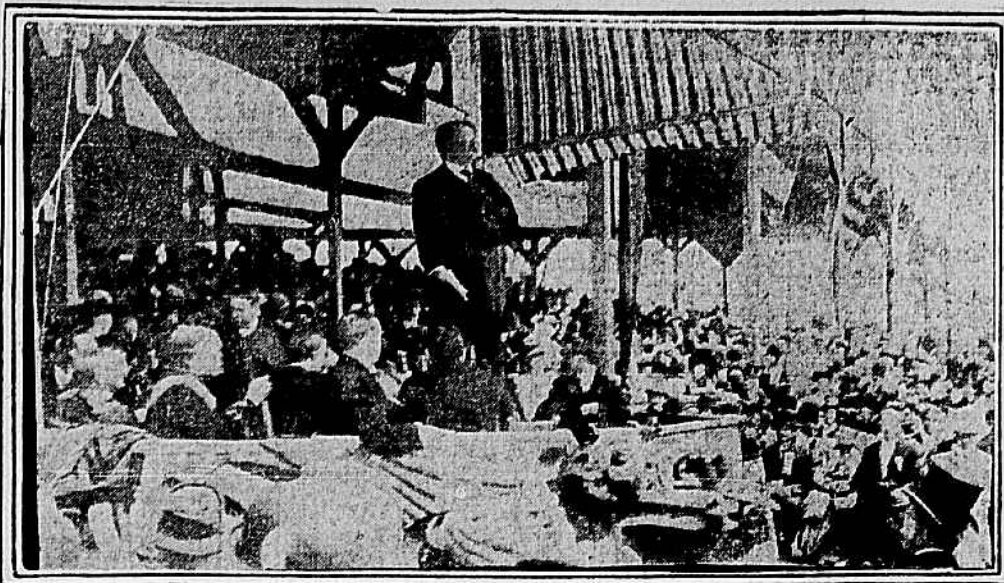
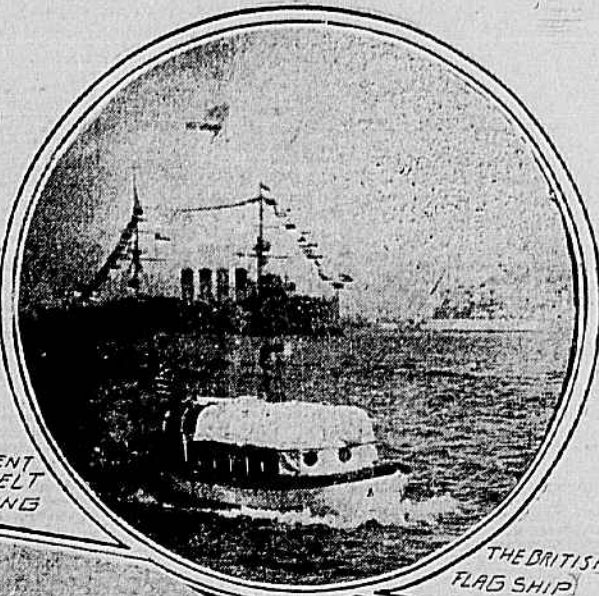
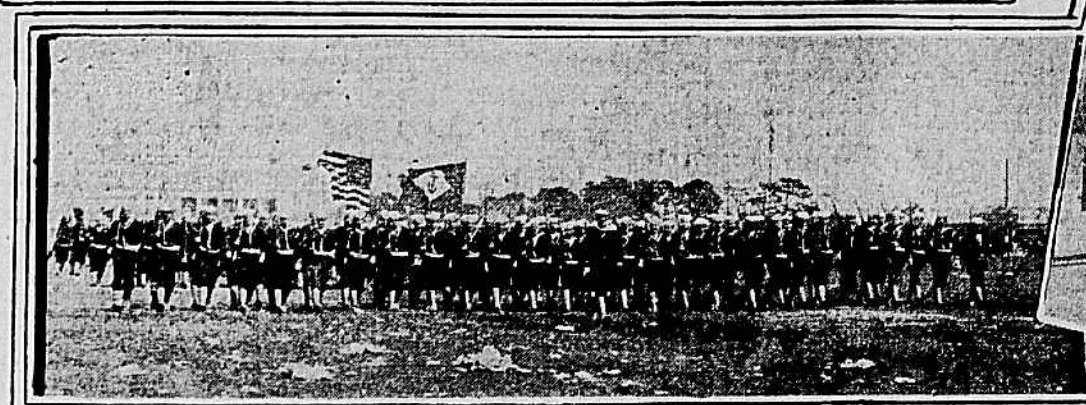
## Session Very Brief.

The commission convened yesterday, and attorneys for several of the largest roads were present. The decisions had been anticipated, and no one was greatly surprised at their tone. The proceedings were largely formal, and the session was a brief one.

The orders in both cases were read, the conclusions, which are quite voluminous, being omitted. Copies will be furnished to all the roads affected, however, and their attorneys will study the opinions carefully. As to the decision in the freight rate matter, there can be no uniformity of rates, as applying to all classes of freight, but the classifications are ordered to be readjusted and a uniform rate as to the several classes put into effect by July 1st on all lines.

The fixing of freight rates and classifications is a most difficult task, and the commission set about early in the fight to reduce the number of classes as far

## SCENES AT OPENING OF JAMESTOWN EXPOSITION

PRESIDENT  
THEODORE  
SPEAKINGTHE BRITISH  
FLAG SHIP

THE JACKIES ON REVIEW

PRESIDENTS  
ARRIVAL  
AT THE EXPOSITION

## PRESIDENT HAS HOUR AT BRANDON

Gives Frequent and Unmistakable  
Evidences of  
His Enjoyment.

## MOST ROMANTIC INTEREST OF ALL

So Says He of That Section of  
Virginia and One Hundred  
Miles Up the James  
River—Nothing in  
America Like  
It.

[Special to The Times-Dispatch.]  
CLAREMONT, VA., April 27.—President Roosevelt and party, including Mrs. Roosevelt and daughter and youngest son, on their trip up the James River, were scheduled to stop at the Brandon mansion, the home of Mrs. Gullie Harrison, at 10 o'clock this morning, but plans of the trip were changed, and the yacht Sylph continued up the river and visited Westover and Shirley, stopping on the return trip, arriving at the Brandon wharf at 4 P. M. A large crowd had assembled at the wharf to meet the presidential party and waited from before 10 o'clock till 4, much of the time in a drizzling rain. Mrs. Harrison had forbidden the grounds to spectators, saying that the President had asked to come as a private citizen. She requested the newspaper men and photographers to keep off the premises except at the wharf.

The party landed in two yawls from the yacht, and was made welcome by Mrs. Harrison's son, Gordon, and son-in-law, J. H. Cuyler, of Albemarle county.

"See Virginia Homes."

The President bowed to the ladies on the wharf, and remarked twice: "I want to see your old Virginia homes." When he came to the peculiar gates, which had their origin in the fifteenth century, hanging in a "V" shape enclosure, and only one person can enter at a time, the President laughingly advised that the men leap the fence and let the ladies make the slow ingress. The party were met on the veranda of the mansion, after a short walk through a meadow and one of the most spacious and beautiful lawns in the State, by Mrs. Harrison and her daughters, and was led through one of the quaintest old homes in America, as

(Continued on Second Page.)

## DOZEN HURT BY A RUNAWAY CAR

Dashed Down Steep Decline and  
Thrown Violently Against  
Tree.

NEWARK, N. J., April 27.—A dozen persons were injured, three of them seriously, as a result of the removal to a hospital, when a runaway car ran down a steep grade on Kinney Street today and smashed into a big tree at the foot of the hill. There were sixty passengers in the car, which was ascending the hill, when the motorist lost control of it and it began to run backward. The panic-stricken passengers jumped through the windows and from the car platforms, and many of them were severely injured in falling. At the foot of the hill, the car took a safety switch, which threw it against a tree, smashing the car badly.

## BURIED MINERS SIGNAL FOR HELP

But Rapping Ceases as They  
Slowly Suffocate and  
Drown.

## SEVEN ARE IMPRISONED

Surrounded by Acres of Water,  
Rescue Parties Offer Little  
Hope.

JOHNSTOWN, PA., April 27.—Seven miners have been imprisoned in mine No. 38, of the Berwind-White Coal Company, at Foustwell, near this city, since yesterday afternoon by a flood of water caused by an inflow from an abandoned working.

It was supposed the entire party had perished, but late this afternoon signals were exchanged between the entombed men and the rescuers by means of rapping on a water-pipe.

To-night, however, the rapping from within the mine has ceased, and it is feared that the men are dead from drowning or suffocation.

There are acres of water in the mine and the work of rescue is necessarily slow. It is believed to-night that it will be at least several days before the water is pumped out, and hopes for the entombed men have almost been abandoned.

Through some mistake, it is said, the accident was caused by a blast being fired in the thin wall which divided mine No. 38 from an old working which was filled with water.

All the men are foreigners and have large families. When they failed to return to their homes members of their families instituted a search. Soon the families of all the men were hunting for their loved ones. When they arrived at the mine shaft in a body they were informed that an accident had occurred.

## FORMER GOVERNOR MONTAGUE SICK

Under Doctor's Treatment at  
Virginia Club, Norfolk—Could  
Not Attend Exercises.

NORFOLK, VA., April 27.—Former Governor A. J. Montague, of Virginia, is at the Virginia Club here to-night. He came down to attend the opening exercises of the Jamestown Exposition, but illness prevented him. Dr. S. R. Donohue, who is attending him, says that he has the grip. The doctor hopes that the ex-Governor will be well enough to return to Richmond to-morrow.

## ASK ARREST OF BOY WITH A BLIND MAN

Clarence Jarratt, Aged Ten, of Danville, Last Seen  
With Shoestring Vender—Danville Hears That  
He Has Been Intercepted at Walnut Cove.

DANVILLE, VA., April 27.—The police authorities here and in other cities have been requested to watch out for a blind peddler named Sullivan, who is wanted, on the charge of having kidnapped Clarence Jarratt, the 10-year-old son of Mr. and Mrs. P. H. Jarratt, of this city. Several days ago the father of the boy notified the police that he had information that his boy had run away with or was either hired by the blind man for the purpose of leading him around and assisting him in the sale of his articles purchased by charitably inclined persons.

Sullivan and his 10-year-old protegee left Danville for Winston-Salem, N. C., where he was last seen. They succeeded, however in getting out of town before the police knew that they were wanted. A report tonight says that the pair has been intercepted at Walnut Cove, N. C.

Young Jarratt has had a checkered career. Some weeks ago he disappeared, and was absent for about a week. When discovered he told a pitiful tale

## FOUR KILLED BY FALLING WALLS

Victims Were Hungarians, and  
Wild Riot Quickly  
Followed.

NEW YORK, April 27.—Four men were instantly killed, three others were badly injured, and fifteen persons more or less seriously hurt by the falling of a brick wall at the De La Mar Copper Works, at Chromo, N. J., about eight miles from Perth Amboy, this evening.

The victims were Hungarians, most of them employed in the works. The settlement is chiefly composed of foreigners, and following the falling of the wall, there was a wild rush to the vicinity, and something like a riot resulted. When the frozen men and women found they would not be admitted within the walls of the works they stoned the small guard and threatened vengeance.

Most of the colony have members of their families working for the copper company.

The excited scores surged about the officials, who tried to quiet them, and sent showers of stones until the copper men were forced to seek shelter.

A special train to remove the injured was run into the company's property, but had hardly left the grounds when the engineer discovered that a pile of ties had been placed on the tracks ahead. The ties were removed, but the train had no more than started again than a volley of stones was thrown into its windows and sides by the crowds of foreigners.

## PIER COLLAPSED WITH AWFUL ROAR

Three Dead, Five Missing and  
Eighteen Hurt, Is the  
Result.

## MEN CAUGHT LIKE RATS

Rushing for Safety, a Score of  
Workmen Are Swept Down  
as Timbers Crash.

BALTIMORE, MD., April 27.—With a roar that terrified thousands and rush that drove a wave of six feet high to distant parts of the inner harbor of Baltimore, nearly half of a new pier under construction at Locust Point broke away from the shore and to-day and plunged into the water.

Out of the wreckage three dead bodies have been taken, five men are missing, and their bodies are almost certainly beneath the ruins, and eighteen men are suffering from injuries more or less severe.

The dead:

HOWARD L. ELLENDER, civil engineer, aged twenty-eight.  
ROBERT SWEETMAN, carpenter, aged forty-two.  
ANTON ZWOLFFEL, elevator erector, aged fifty-six.

The missing, believed to be dead:

Jacob Windenberger, laborer.  
Harry Ward, elevator workman.  
William W. Vaughn, colored.  
Buddy Johnson, colored.

While many theories are advanced, no one is willing to say with anything like certainty why the catastrophe occurred. The new pier was being built by the Baltimore Bridge Company and the McLean Contracting Company for the Baltimore and Ohio Railroad, and was to have been used by the steamers of the Johnson Line. It was a two-story structure, 320 feet long, about 500 feet of it being on land. The water end was built upon piles, upon which a thick bed of concrete was laid, and above this rose the superstructure of steel. The water section of the pier was approaching completion, and was under roof. This section was separated from the land end by a heavy firewall of masonry. About 11 o'clock this morning the pier began to settle, and the workmen were being called to places of safety, when, as many of them were struggling through the doors to the fire wall, this collapsed, and, with 450 feet of the water end of the pier, plunged into the harbor, carrying a number of men with it.

**Lost Life to Save Others.**

Ellender, the dead civil engineer, who was acting superintendent for the McLean Contracting Company, lost his life in an effort to warn the men of their danger. Police, firemen and others, including Mayor E. Clay Thomas, responded quickly to calls for help.

(Continued on Third Page.)

## STATE BUILDINGS AT EXPOSITION FORMALLY OPENED

Interesting Ceremony At-  
tends Acceptance by the  
Respective Governors

## NATIONAL SOCIETY OF CINCINNATI

Annual Meeting at Exposition  
Grounds Largely Attended,  
Many Delegates from Other  
States Present—Ships Not  
Illuminated, but the  
Grounds Brilliant.

(Special From a Staff Correspondent.)  
JAMESTOWN EXPOSITION,  
VA., April 27.—Despite the cool and  
dismal weather, which kept the crowd  
away from the Exposition grounds on  
account of the wintry blasts that  
swept the sea front, the day was mem-  
orable on account of the official open-  
ing of the State buildings, the banquet of  
the Order of the Cincinnati, which  
took place this afternoon at Inside Inn,  
and a musical at the Virginia State  
Building, given by Governor Swanson.

The opening of the Ohio State Building led off at 11 A. M., with the opening of the Ohio State Building, given by Governor Swanson. The Ohio State commissioners, and with all of the Ohio executive party present, together with government and other State representatives.

Miss Blanche E. Cadot, of Toledo, O., and Mrs. Theodore Bolling, wife of the Ohio executive commissioner, received the guests.

The opening of the Maryland State Building by Governor Warfield, followed at noon, with the Maryland State commission and a large number of prominent Marylanders and Baltimoreans in attendance.

## Quite Elaborate Ceremonies.

The opening of the Connecticut State Building was attended by ceremonies more elaborate than at either of the other openings. There were 100 Connecticut State officials in attendance, and the guests included the Governor of several States, government and exposition officials and visiting State commissioners and other officials.

The opening prayer was made by Rev. R. C. Davenport, Samuel A. Eddy, of Berlin, Connecticut, chairman of the Connecticut State Commission, presented the building to Governor Woodruff, who responded and received the same in the name of the people of his State.

E. J. Hill made the principal address, and Secretary Shepherd, of the Exposition Company, told of the efforts made to secure Connecticut's participation here.

Governor Swanson, of Virginia, extended Virginia's greetings in an eloquent speech, which stirred his hearers, and President Tucker spoke for the Exposition Company.

John M. Holcomb, of Hartford, Conn., made the closing address. It was the subject of remark that Governor Swanson was not invited to speak at the Maryland ceremonies, but, accompanied by his staff, the Chief Executive of the Old Dominion was present in his official capacity.

At the musicals given by Mrs. Swanson a number of officers from the fleet were present, as well as officers of the army and distinguished visitors at the exposition.

Mrs. Blanche Armstrong Welnschick, of New York, sang delightfully.

## Society of Cincinnati.

At the banquet of the Virginia Chapter of the Order of the Cincinnati tendered to members of the order from other States, Hon. James Alston Cabell, of Richmond, was the principal speaker, while Mr. Charles Cotesworth Pinckney spoke for the South Carolina chapter, which will entertain the order next year at Charleston.

The guests of the Virginia society were seated at the dais, and three other long tables, each of which was handsomely and tastefully decorated with a profusion of beautiful flowers.

The following delegations from the various State Societies of the Cincinnati represented their respective States:

From New Hampshire—Hon. Stephen M. Crosby, Dr. Francis C. Martin, Mr. William Bosum Wetmore.

From Massachusetts—Hon. Alfred B. Smith, Hon. Edward A. Mosely, Mr. Harry M. Smith.

From Rhode Island—Mr. Charles H. Russell, Mr. David B. Kirby, Mr. Sylvanus A. Reed.

From Connecticut—Mr. Jared W. Bell, Mr. Charles Isham, Mr. William Pike Glenney.

From New Jersey—Captain James Schuyler Van Cortlandt, Hon. Hamilton Fish, Dr. Thomas M. L. Christie.

From New York—Mr. Charles H. Woodruff, Dr. Percy Frazer, Mr. James W. C. Campbell.

From Pennsylvania—Mr. Richard Dale, Dr. Charles P. Turner, Mr. Harris E. Sprout.

From Delaware—Mr. Thomas D. Pearce, Mr. Edwin J. Sellers, Hon. John O. Platt.

From Maryland—Hon. Oswald T. Highman, Colonel W. Happer Gibson, Mr. L. Darsney Gussaway.

From North Carolina—Hon. Wilson G. Lamb, Colonel Bennahan Cameron, Mr. Walter DeL. Carstarphen.

From South Carolina—Mr. Henry M. Tucker, Jr., Mr. Charles C. Pinckney, Jr., Mr. Daniel E. H. Smith.

From Georgia—Mr. Thomas S. Clay, Mr. Joseph H. Burroughs, Mr. George F. Tennille.

Also the following members of the Virginia Cincinnati: Major William W. Bentley, Vice-President William L. Lander Washington, Walter Carrington, Charles W. Throckmorton, Joseph Bryan, James C. McGuire, A. R. Tatum, William H. Clark, E. O. Hinton, Robert W. Massie, Dr. P. T. Southall, William Dulaney Steele, Joseph Cochran, Heth Lorton, W. Gordon McCabe, John A. Coke, Jr., General Daingerfield Parker, George Wash, ington Ball, Robert Bolling Eggleston.